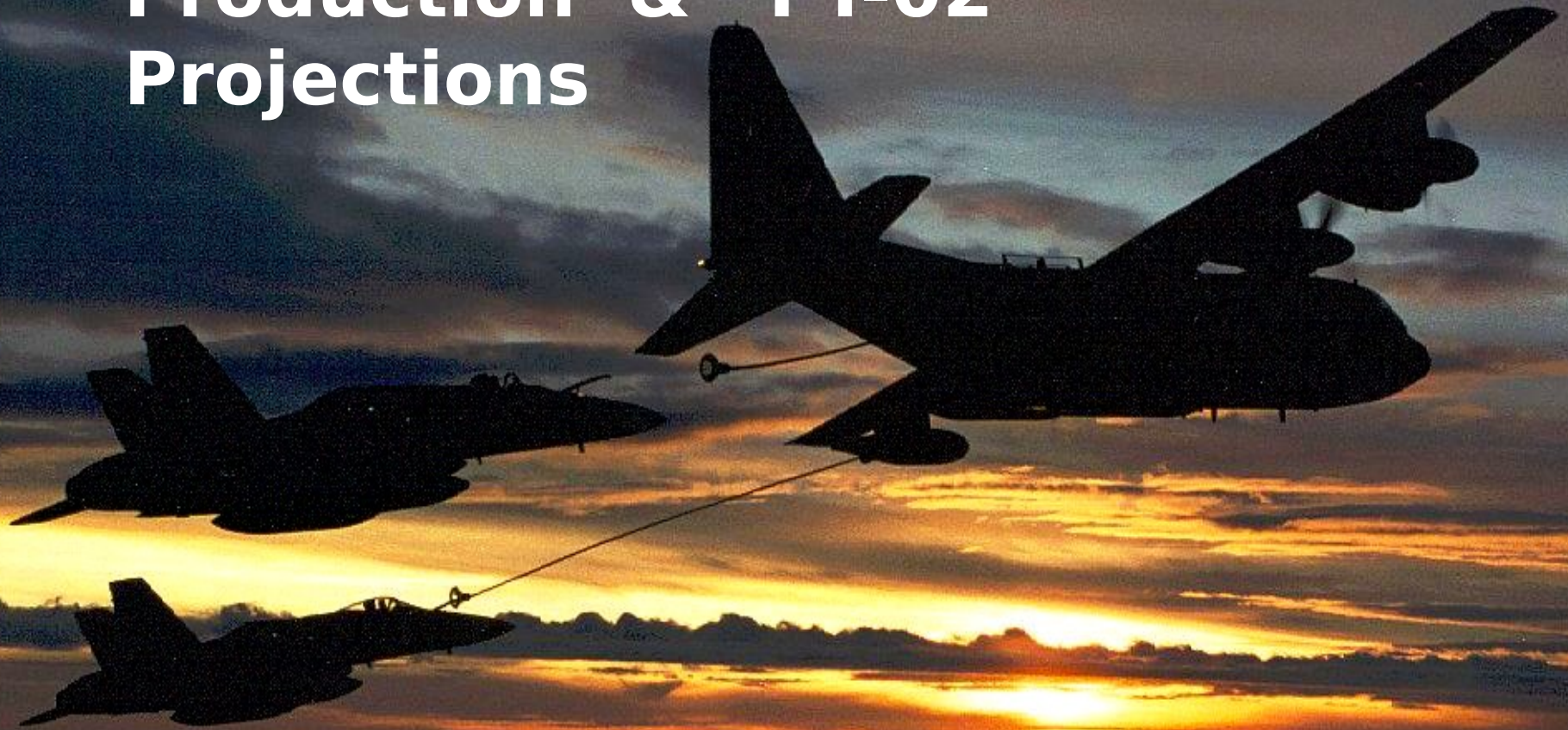


VMGRT-253 FY-01 Aircrew Production & FY-02 Projections



**Maj Andrew
Barr
Operations**



Agenda

- Historical Perspective
- The Situation
- Solutions
- FY-02



FRS Aircrew

Production

H

	FY-97	FY-98	FY-99	FY-00	FY-01 02	FY-
CPs	27	19	28	34	41 32	
FES	14	10	11	6	10 11	
Nav s	13	16	15	22	11 13	
LM s	8	17	18	14	17 24	
FM s	49	36	33	25	50 35	



FY-01 Production Results

PTR /

Completed

→

Copilots (CP)

42 → 41

Refreshers (Ref)

→ 12

12

→

Flight Engs.(FE)

→ 16

10 Navigators (NV)

→ 16

11

Loadmasters (LM)

30 17

First Mechs. (FM)

60 50

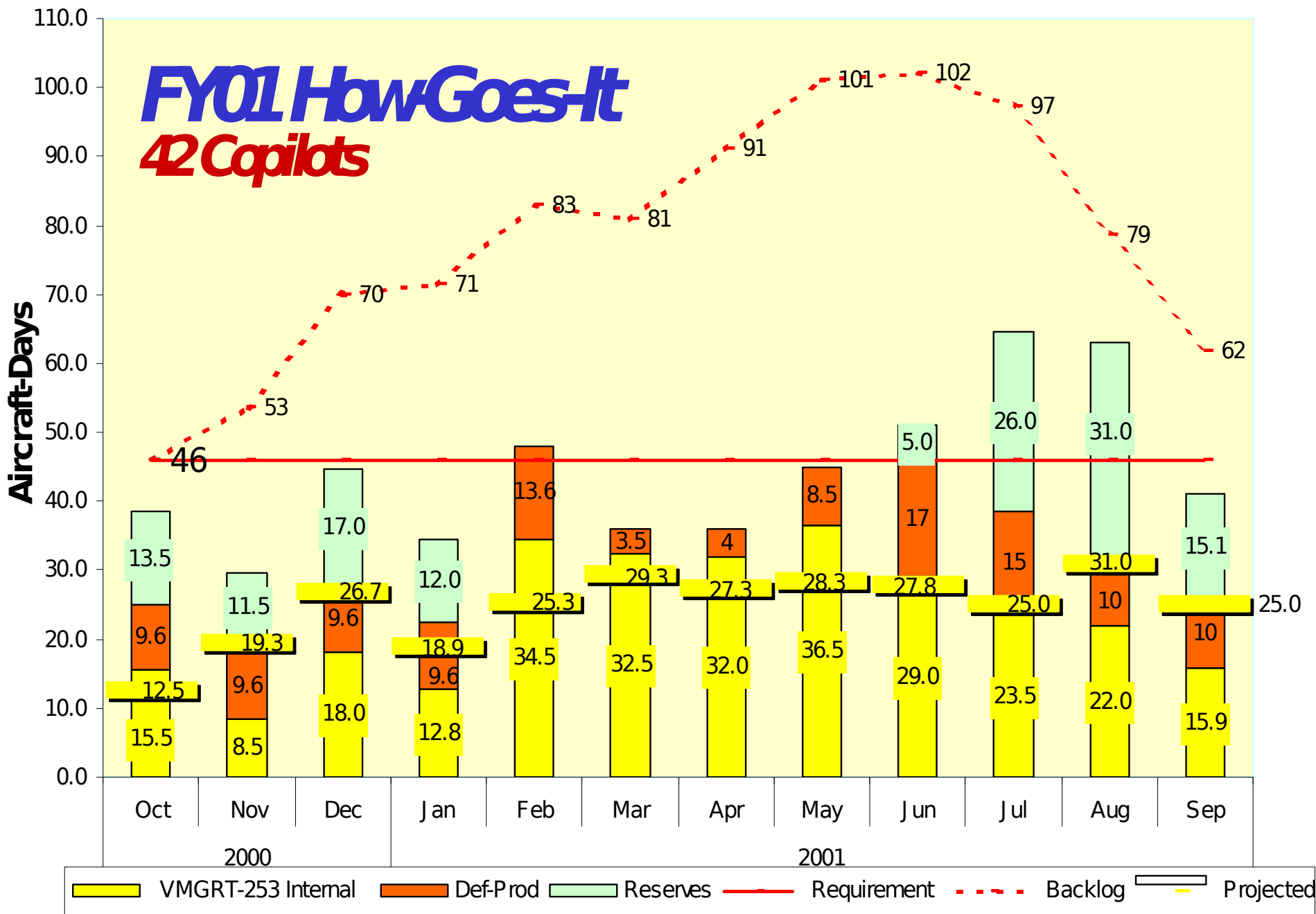
42 = Ideal
Production
"Drain The Swamp"

31 by '252
4 by '252

6 by '352

FY01 How Goes It

42 Copilots





Aircraft Status

- 8 Aircraft Assigned
- 7 In Reporting Status (1 normally in SDLM)
- Retiring non-SLEP ASIP II's KC-130Fs
 - ~~150687~~ Jan 02
 - 150688 Apr 02
 - 149811 Nov 02
- Gains
 - 2 early transfers from '252 during spring 02
 - 149795 from 352 Dec 02



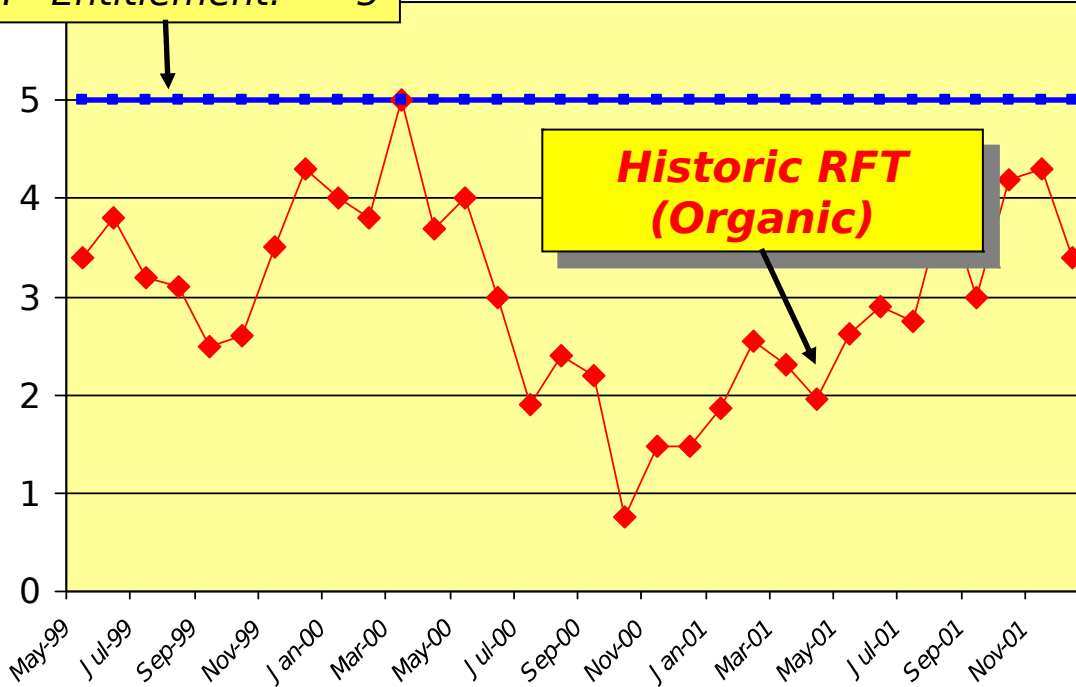
Situation

VMGRT-253 Training Requirement
(Copilots + FEs + LMs + NVs +
FMs)

Naval Aviator Production Process (NAPP)
Production Planning Factors (PPF)

Require 5 Aircraft "Ready For Training"
(RFT)

RFT "Entitlement" = 5



**Historic RFT
(Organic)**

**ISSUE: Not
Attaining 5
RFT Aircraft**

Why?

- Structural Corrosion
 - Structural Fatigue
 - Obsolete Avionics
- Aging Aircraft**



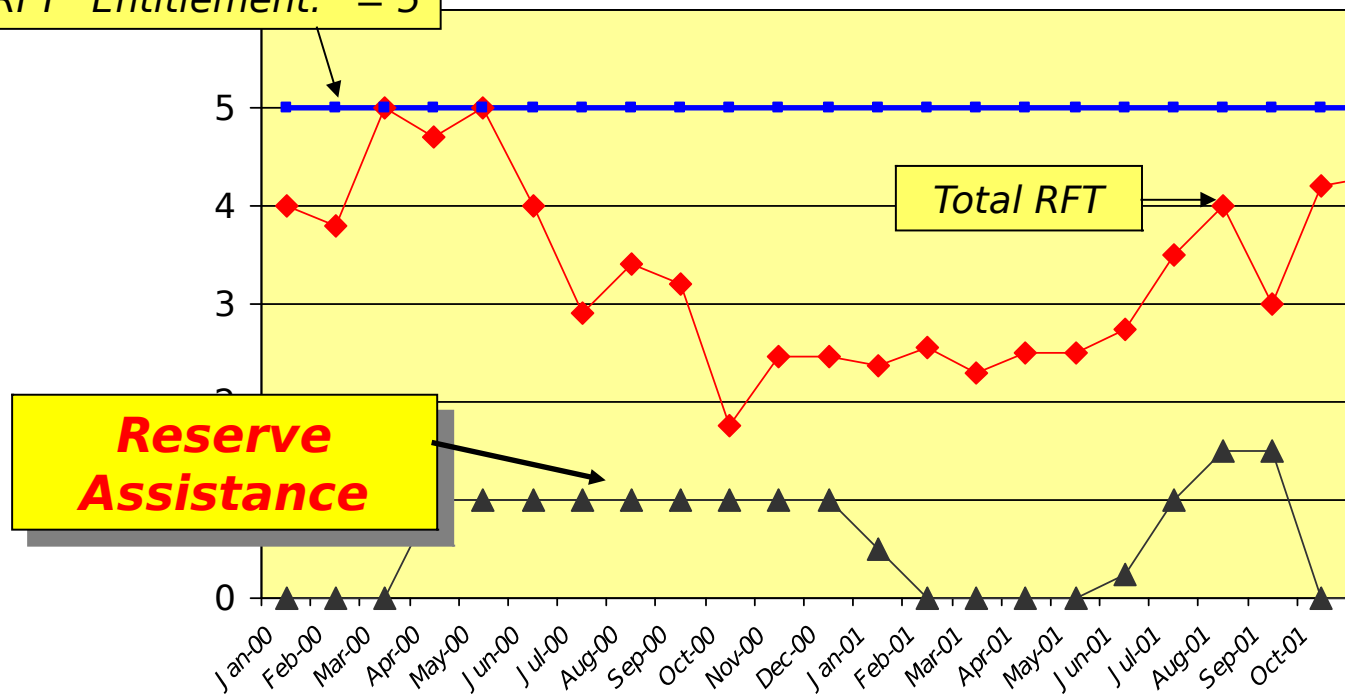
Situation

VMGRT-253 Training Requirement
(Copilots + FEs + LMs + NVs +
FMs)

Naval Aviator Production Process (NAPP)
Production Planning Factors (PPF)

Require 5 Aircraft "Ready For Training"
(RFT)

RFT "Entitlement:" = 5



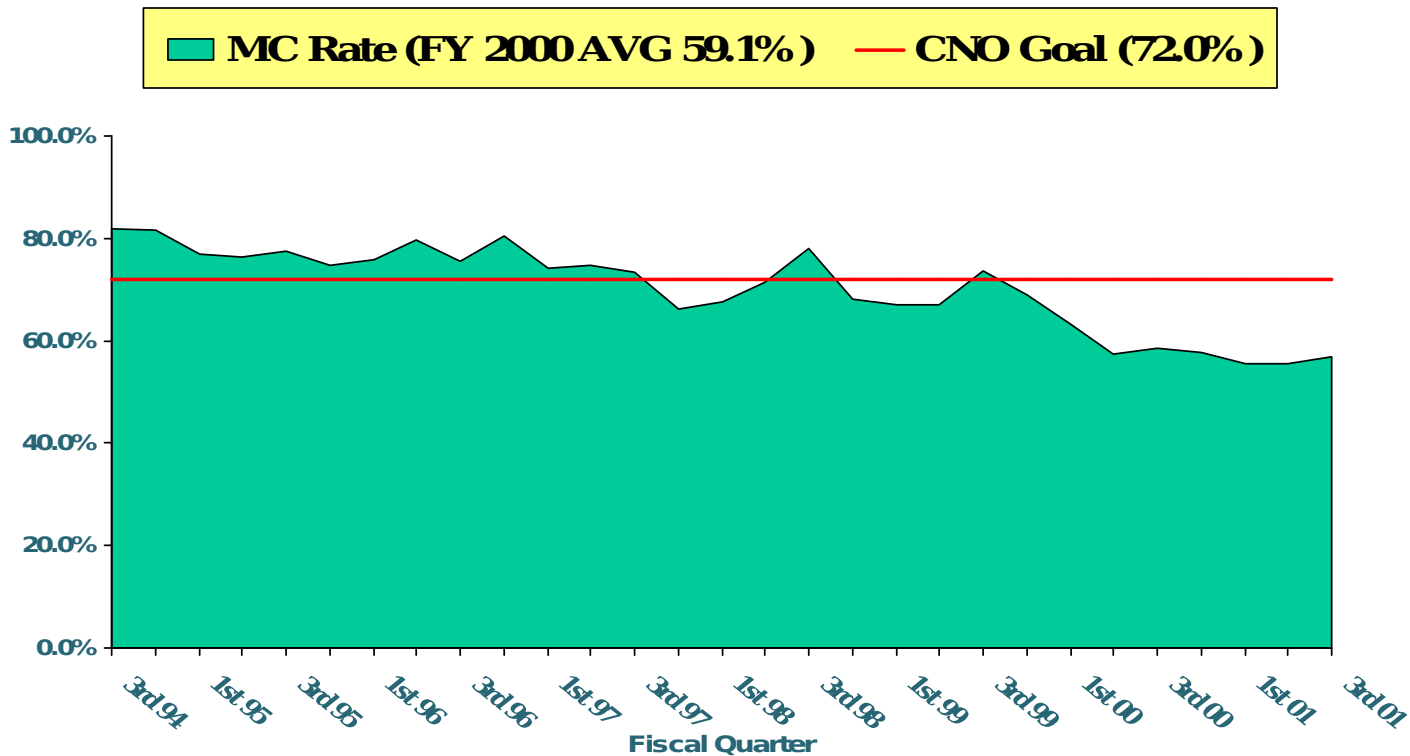


KC-130F MC Rates

1994-2001

MC
21% ↓

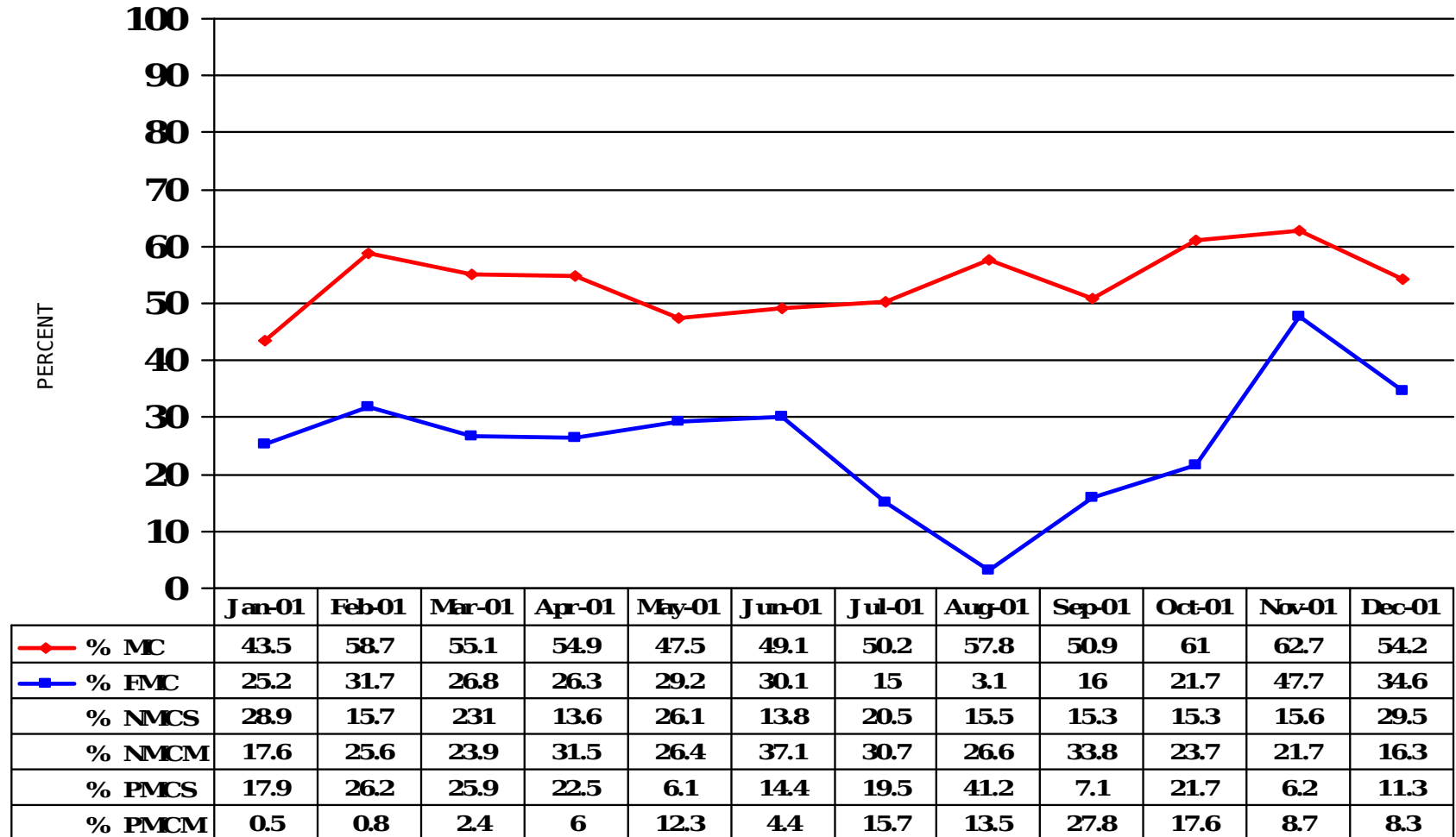
KC-130F Mission Capability Rate





VMGRT-253 TITANS

KC-130F/ACML AIRCRAFT READINESS



Note: Wing goals are 70% MC and 60% FMC

2F

Source: SCIR-3

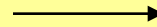


FRS Production Degraders

For Copilot Production (PTR):

<i>Condition</i>	<i>Leading Barrier</i>	<i>Aircraft Material</i>
-------------------------	-------------------------------	---------------------------------

For Enlisted Aircrew:



Leading Barrier	Student Input
followed by	
Instructor Staffing	



Internal Actions Implemented

Short-Term Actions for FY-01:

-Large-Scale Deferred Copilot Training

-14 Copilots deferred for FY01 (8 to '352; 6 to '252)

-Reserve Assistance

- Oct 00 - Jan 2001 (100 Flight Hrs / Month)

- Jun-Sept 01 (100 hrs

/ Month + 12 lines / month (~60 hrs))

Total of 708 reserve hours utilized

-Aircraft Transferred from VMGR-252

- One ASIP-III SLEP KC-130F (Apr 01)

- Copilot 100 Level T&R Syllabus Reduced 26%

(June 01: 27x's

reduced to 20)



Internal Actions Implemented Cont'd

Aircraft RFT Issue theoretically solved when Fleet-wide aircraft redistribution occurs with KC-130J Intro

Slides In KC-130J delivery exacerbate the problem
→ ***Latest Estimate: Redistribution Starts 1st Qtr FY-03***



Initiatives to Increase Production

Flight Engineers:

- **Increase FE student Input:**

- ✓ Increase the pool of Flight Mechs / recruit next generation FEs
- ✓ Pay SRBP only at the completion of Flt Engineer training & include lat move Marines

- **Decrease FRS time-to-train:**

- ✓ Reduced academic training in the aircraft
- ✓ Improved / more efficient utilization of simulator
- ✓ Overall time to train reduced from 60 weeks to 44

- **Reduce attrition rate at FRS** via improved simulator & CBT utilization

- **Qualify fleet Flight Engineers as FRS Instructors allowing for deferred training**

- **Stop Loss**



Initiatives to Increase Production

Navigators

:

- Meet MANS goal of 36 students per year (3 X 12)
- Reduce attrition at MANS ~20% vice ~40%
 - ✓ Improve screening process / aptitude measures
- Decrease training time (eliminate celestial nav trng starting Oct 2001), T&R change to reflect in work.
 - ✓ Projected to reduce training time at FRS from 26 to 14 weeks.



Initiatives to Increase Production

Loadmasters

:

- Improved FRS lesson plans / utilization of CBTs
- Reduce time to train by reducing the 100 series T&R syllabus (AD, ONav, AR) – in work @ T&R Conference



FY-02 Production Requirements

FY-02 ACTR / Projection

'253

Capacity

Copilots (CP)	32	~ 32	(22)
Refreshers (Ref)		14 ~ 14	----
Flight Engs.(FE)		25 ~ 11*	(15)
Navigators (NV)		29 ~ 11*	(18)
Loadmasters (LM)	23	~ 24	(24)
First Mechs. (FM)		28 ~ 35*	
(44)			

* Student Input restrained



FY-02 Production Requirements

FY-02 Completions

Copilots (CP)	14
Refreshers (Ref)	0
Flight Engs.(FE)	3
Navigators (NV)	2
Loadmasters (LM)	7
First Mechs. (FM)	13

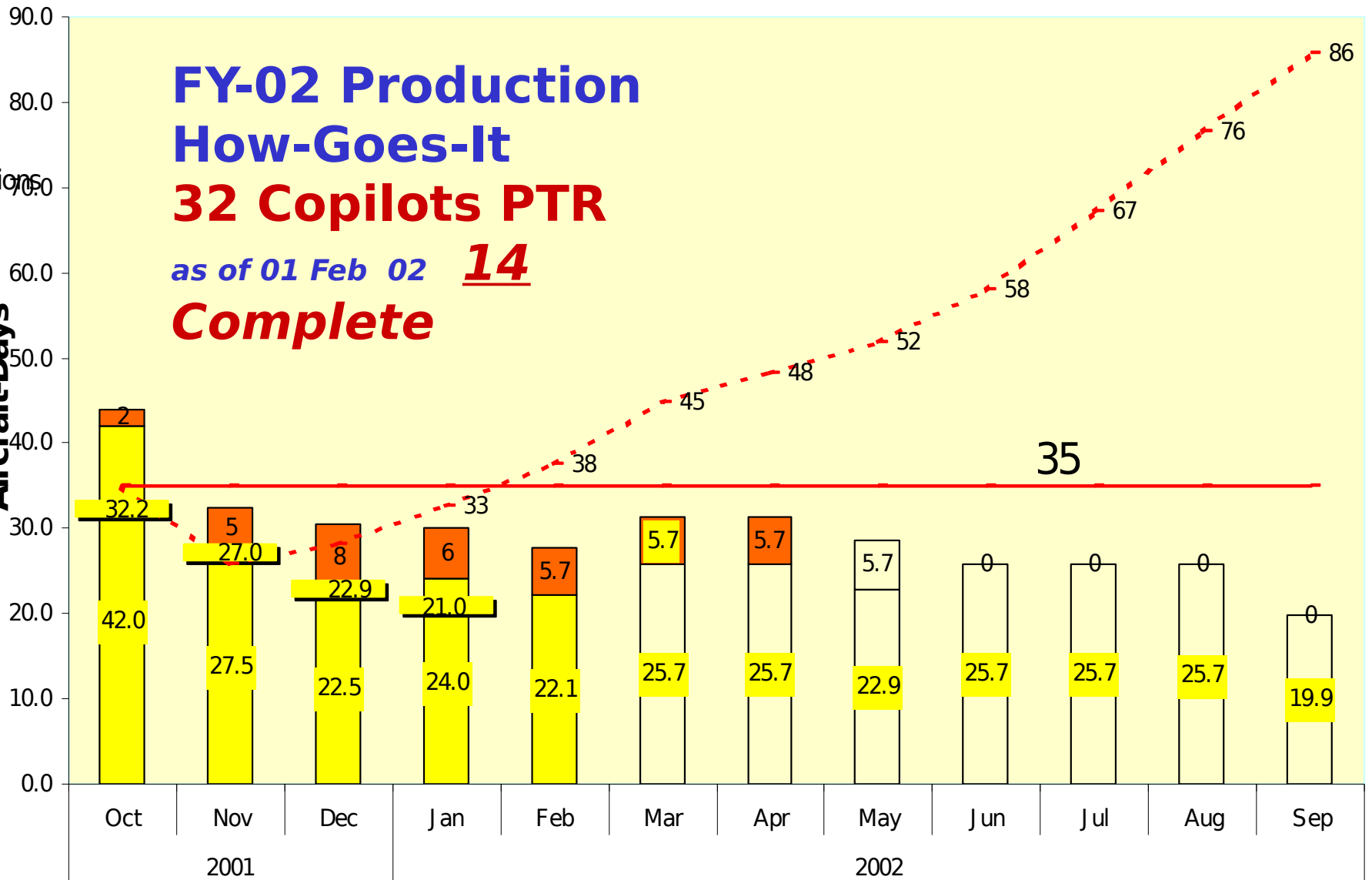
FY-02 Production How-Goes-It

32 Copilots PTR

as of 01 Feb 02 14

Complete

Aircraft-Days

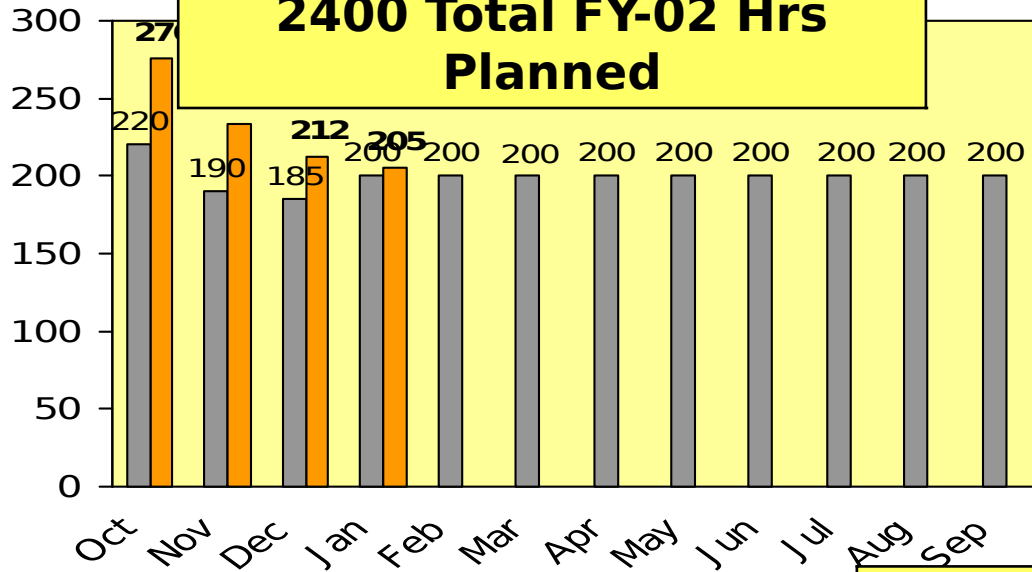


VMGRT-253 Internal
 Def-Prod
 Reserves
 Requirement
 Backlog
 Projected

FY-02 FHP

VMGRT-253 Internal (KC-130F)

**2400 Total FY-02 Hrs
Planned**



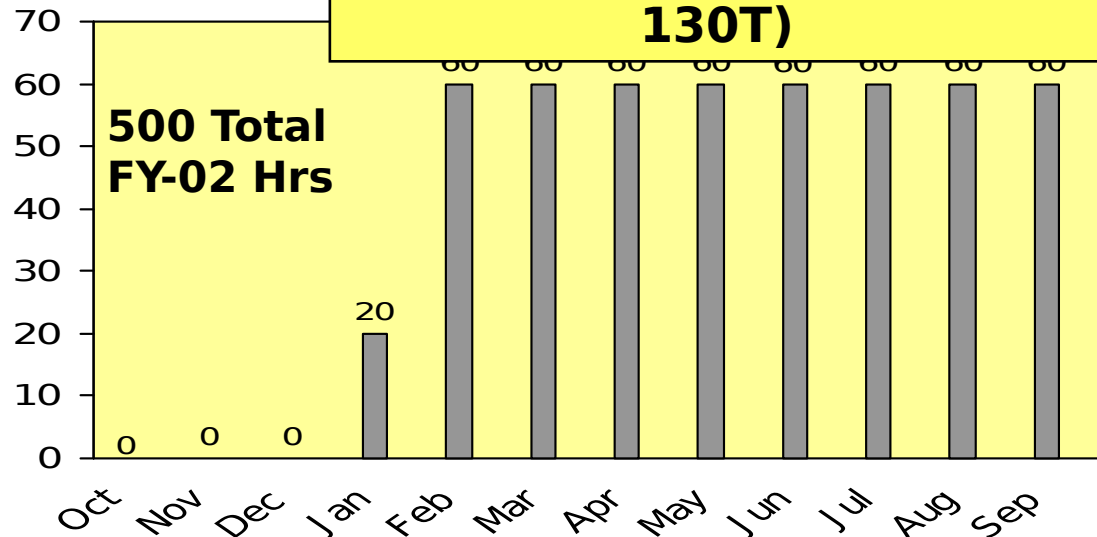
~ 6.0 In-Status Aircraft
~ 3.0 Ave RFT Aircraft

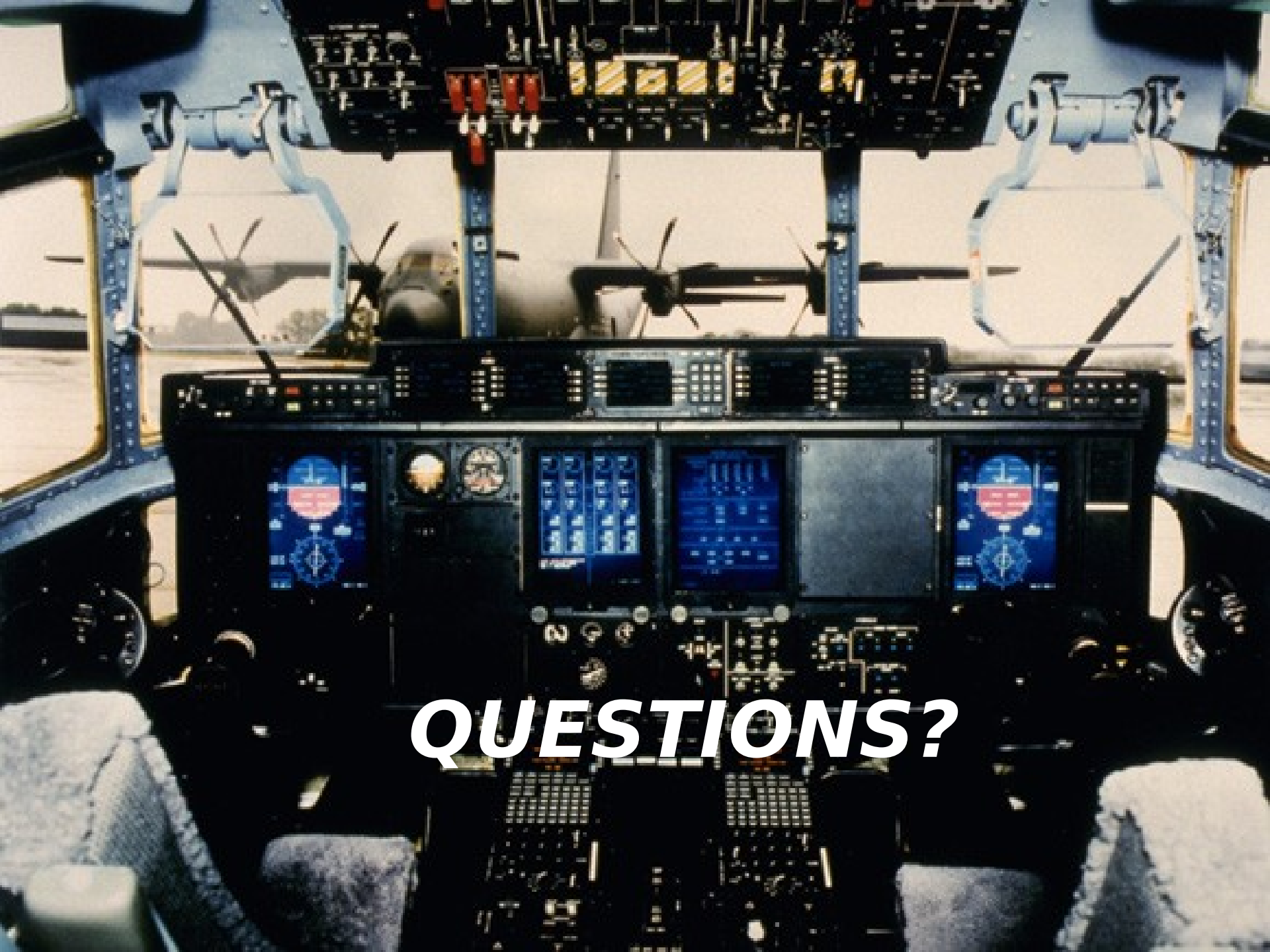
Objective

Attained

Reserve Assistance (KC-130T)

**500 Total
FY-02 Hrs**



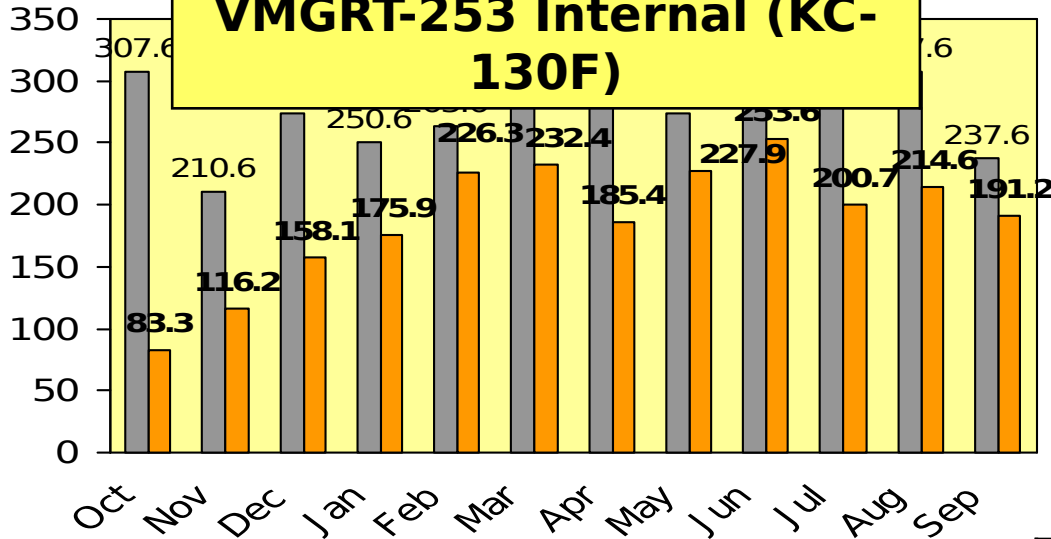


QUESTIONS?



FY-01 FHP

VMGRT-253 Internal (KC-130F)



6.0 In-Status Aircraft

3.1 Ave RFT Aircraft

Objective
Attained

Reserve Assistance (KC-130T)

